

THE BANNER.

WM. J. BURNS, Editor & Proprietor.

PLYMOUTH IND.

Thursday Morning, Aug. 25, 1853.

Advertisements to insure insertion, must be handed in by Tuesday preceding the day of publication.

We have several communications on file, which will be looked to next week. This is the last issue of the railroad notices.

INDIANA.—There never was a time within the knowledge of the oldest inhabitant, (who is he? Will some one tell us?) when in every department and in every condition, the prosperity of our people, in the towns or in the country, were more prosperous than at present.

The Pioneer, says that the scarcity of dwelling houses in Lebanon, Boone county, is a great drawback to the growth of the town, and that such things should not long exist, as rents are very high, &c.

Why, brother Hank, it is so everywhere in Indiana. We would cheerfully invite some of your spare citizens out here, if we had any place to put them. As it is, however, send them along. No good citizen shall freeze or starve to death here—especially if the weather continues as warm as it has been for the past two weeks.

SHOOTING AFFAIR.—The usually quiet and peaceable town of Kalamazoo, Mich., was thrown into considerable excitement, on Friday last, by the desperate resistance of the civil authority by a man named Hill, with two or three accomplices. Hill pretends to own property on one of the streets, and his house is situated directly in said street. Due notice was given him to remove it, to which he paid no attention; whereupon the corporate authorities authorized its removal. The workmen commenced operations Friday morning, when Hill fired upon them, wounding one man severely. Two more were wounded at successive shots, though happily not dangerously. Three of the perpetrators of this outrage have been arrested, and the case is now undergoing an examination.

PERU & CHICAGO RAILROAD.—The prospects for the early completion of this work, are unusually promising, considering the late day in which it was undertaken. The practicability of the route is so clearly perceptible, and the management of its affairs having fallen into the right kind of hands, account for the flattering prospects ahead.

On Wednesday last, Hon. John B. Niles, in his usual forcible and satisfactory manner, addressed our citizens at the Court house in this place, upon the importance and practicability of this route, and they all seem to be deeply impressed with its importance, and the necessity of their energetic and speedy action in aid of the project.

The last Laporte Times very truly says: "No one at all acquainted with the country can after a little reflection, doubt but that the stock of this company offers one of the most profitable and advantageous investments that can be found. Large subscriptions have already been made by our people of the town & country; but we hope that our citizens, both of town and country, will more fully appreciate the great advantages to be derived from the construction of this road, and come forward with their strength in support of the enterprise. We believe that considerably over \$100,000 have been subscribed here already, but in such a work our people can go to \$500,000 without difficulty. Large subscriptions are being made along the line and at Cincinnati, and if we will put forth half our strength, the road will be built in a double quick time."

The Peru Sentinel of the 18th, says: "Mr. Gleason, Chief Engineer of this company arrived here on Saturday last, with the necessary assistants and instruments for making the survey. On Monday last the party was fully organized and the survey commenced. The treaty branch valley will be the first explored. From the examinations already made, it is believed that a good line will be found up the valley."

The Wabash Weekly Gazette is now one of the neatest papers in the State.—Just wait till they all get done with their enlargements, and probably printing materials will be cheaper. Then look out for the big Banner.

NEW TERMS.—A volume of the Delphi Journal for barrel of cider. We should like to know the amount of investment in the transaction. Both cheated.

Dr. Ellis is to deliver an address at the Agricultural fair, which is to be held at Gosheon, on the 20th and 21st of October next.

ARE YOU ALL DONE GENTLEMEN?—Northern Indiana possesses its attractions. In the absence of all other excitement except railroad improvements, the newspaper press is contributing to stave off the horrors, and is getting to be the principal panacea for low spirits. From the little half starved dingy sheets, they are opening their mammoth weeklies.—There are the Laporte Times and Valparaiso Observer which have been regularly covering our entire table for some time past, so that we were compelled to stick the Banner under it, or subject ourselves to such a humiliating spectacle as a comparison would naturally produce. We had somewhat recovered from such attacks, however, when here comes the South Bend Register eclipsing them all. In addition to these, our sore perplexities, the Fort Wayne Times sent us one of his visits in response to our polite Ex., and then because we are a little too small we were denied even that crumb of comfort.

Now here we are in our lonely meditations—but as we involuntarily turn our Proboscis a little "over the left," for a little relief, and at the same time brush that little childish drop away, and clear up our optical animal—there it stands, a press large enough to unfold its mammoth Banner, and we are the B'hoys what can do the work. Now gents, of Laporte, the Bend, Fort Wayne, &c., how do ye dew?

Oh, dear—where are our subscribers? Now we are in the dumps again. The paper will cost much more than our present size—we need more type—should need more help in the office—new fixings in many respects—oh, 'tis no use.

Shake off this dependency—we will. Now friendly patrons—come up to the tune of about one hundred and fifty stronger. What say you? Our town is improving—its surrounding country is filling up with a substantial and industrious population, and it is for you to will it, that our county paper shall improve also. An hour's exertion by each one of its present patrons, may enable the Banner to open its ample mammoth folds to its readers. Shall it be accomplished?

Since the foregoing was in type, the Times has made its appearance, though about a week old. We must acknowledge our partiality to these old soldiers, and could not get along without them.

THE ELECTIONS.—In Tennessee, Johnson, dem., is elected Governor, and the Democrats have four and the Whigs six Congressmen.

Kentucky sends five Whigs and five Democrats to Congress.

North Carolina, elects four Democrats and four Whigs.

Alabama, elects a Democratic Governor and Legislature, and seven Democrats to one Whig to Congress.

In Missouri the Whigs have elected four Congressmen and the democrats three—including Col. Benton.

Mrs. Thayer, the lady who treated our citizens to a couple of very interesting temperance lectures some two or three weeks ago, is still in the field. Her visit to Michigan City has elicited some very complimentary notices. She doubtless deserved them.

TUT, TUT, JUDGE!—Judge Dibble has been laying eggs on Colfax's table. The Register says that one of Judge's Shanghai eggs measured 8 1/2 inches the long way, and 7 inches round. We should like to know which way he layed it?

Our Indianapolis exchanges now have it that the real "Sam" Ellington's runaway slave, has been recognized in Canada, and that Freeman, now in custody awaiting his trial, must be impressed with the belief that delays are not always dangerous.

John A. Matson, of Greencastle, has been elected Professor of Law in the Indiana Asbury University at Greencastle. Mr. M. is well qualified for the station.

Freeman, the negro now in jail at Indianapolis, on the charge of being a fugitive slave, is to be tried on the 29th inst.

The Noblesville News says: The Peru and Indianapolis Rail Road is rapidly making its way Northward, and to push it still faster, another Locomotive has been added. We are informed by the Superintendent, Mr. John Burk, that the Road will be through to Kokomo, in about four weeks.

POTATO ROT.—Accounts from various places inform us that the potato rot is very prevalent this year. We are glad that the wheat crop will make up the deficiency. During the past two years potatoes have been too dear for poor people to purchase.—Scientific American.

Mr. C. D. Burch kindly furnished us with a copy of the Marysville (Cal.) Herald of the 16th inst., from which we make the following extract:

From various sources, we learn that the Southern mines are yielding air, and miners are generally doing well.—Trade is not very brisk, there being large supplies of goods of all kinds on hand.—The merchants are anxiously awaiting the coming emigration, which they expect will give an impetus to business.

The same paper also informs us that a prize fight was to have taken place on the 18th, near Nevada, between John Robinson and James Phelan, for \$500 a side.

Other items in this paper would be interesting to our readers, if we had room for them.

HALIFAX, August 16. The steamship America arrived this afternoon, having left Liverpool at 9 A.M. on the 16th inst. She brings 150 passengers.

The America sails from Halifax at six o'clock this evening for Boston, where she will be due at an early hour to-morrow morning.

The America passed the Africa on the 27th of July, going into Liverpool. The Eastern difficulty was within a few days of being settled, either for peace or war.

The public generally, look on the state of affairs as less satisfactory. Until the 10th or 12th of August, the Czar's final answer to the ultimatum of the four powers, England, France, Austria and Prussia, cannot be known. If he accepts that ultimatum, his troops must be immediately withdrawn from the principalities.

The conference at Vienna will conclude a treaty to protect Turkey in all coming time. If the Czar refuses the ultimatum of the four powers, or evades a reply, which will be considered as equivalent to refusing, the allied fleet will be ordered to the Bosphorus, if not further, and active measures will be taken by France and England to maintain the integrity of their ally. The question, therefore, is on the point of solution, for peace or war. The choice rests solely and wholly on the personal will of the Emperor Nicholas.

The journals of Frankfort of the 30th say that Austria intends not only to demand reparation from the United States for the Smyrna affair, but insists that the Porte immediately proceeds to the extradition of Kosztia.

St. Petersburg letters say that when the Czar heard of the Kosztia affair, he advised Austria to settle it as early as possible, and do anything rather than to give the United States any pretence for interference with the affairs of Europe.

LATEST.—The London Globe indicates the probable course of events if the Czar rejects the proposition of the four powers. No actual attacks on the Russians will ensue. The allied fleet will merely take up position under the walls of Constantinople. Negotiations will be resumed, three months may elapse before they are completed, and war this year will be impossible, and the whole winter will be available to discuss matters. This, doubtless, is only an ingenious conjecture.

In the House of Commons, Lord John Russell stated the intention of the government in regard to Jamaica. The principal feature of the plan is that England guarantees 550,000 pounds to adjust the difficulty, and appoints Sir Henry Barclay Governor.

OHIO STATE STOCK BANKS.—We understand that a large amount of the bills of various State Stock Banks of Ohio, signed by the Auditor of State, were recently stolen from the Auditor's office, and are now in circulation. This renders it very unsafe to take any of the bills of these institutions, as it is impossible to designate the genuine from those thus taken. In consequence of this fact, we understand that the business men of Cincinnati refuse to take any of the bills of these Banks. That is the only safe course, and we advise our citizens to pursue it.

CINCINNATI, Aug. 10. The paper of all the Ohio State Stock Banks is refused by all the banks here, in consequence of the genuine notes of a number of the bills having been stolen from the Auditor's office. There is some mystery connected with the affair, which renders it possible that the notes of all of the banks may have been stolen. The bills detected were signed by the State Register, but the names of the President and Cashier are forged.

A "ONE-HORSE COURT.—A few years ago, when the famous "County Court" system was in vogue in New York, a trial was on trips, in one of the interior counties in the State, in which a jury had been demanded. The trial had been completed and the jury released to del. berate.—After a short absence they returned into court, and the following conversation between the judge and foreman ensued:

Judge—Have you agreed upon your verdict?

Foreman—Young man, we have.

Judge—Well sir, for whom do you find?

Foreman—For ourselves.

Judge—What do you mean sir?

Foreman—We mean that we have a verdict for one of the parties, which you can have by paying the fees.

Judge—But, sir, you have been regularly empanelled, and must deliver your verdict now, and look to the country for your pay.

Foreman—Judge, see here, I'll be shot if you can have the verdict until you pay us our fees. We understand how to get our fees in the circuit court, but this one-horse court we don't understand.

The Yellow Fever is making New Orleans a perfect charnel-house. Half the population has fled from the city; and yet for the week ending the 7th inst., there were over one thousand deaths; on the next day, 225 deaths, of which 194 were by yellow fever; the next day, 209 deaths, 165 by yellow fever, and the next day, 228, 193 by yellow fever.

On the 14th, 235 deaths by yellow fever are reported. On the 19th, 227, and on the 20th, 184. The Howard association are opening four new hospitals, and appealing for further assistance.

In several of the eastern cities, liberal subscriptions and donations have been taken up for the sick and suffering poor at New Orleans. This is as it should be.

TORNADO AND STORM.—The Goshen Democrat of the 17th inst., gives an account of a destructive tornado and thunder storm, which visited that locality on the 13th inst. The Democrat says:

"Fences were prostrated, trees torn up by the roots, houses untold, and the corn and other crops yet standing on the ground, flattened to the earth, in its path. On the Elk-hart prairie, the brick dwelling house of the Messrs. Stauffer was struck with lightning, the south gable completely shattered and tipped up to the ground, and a number of the inmates very badly stunned. All of those affected became, in a short time restored, except one female, who remained insensible for a full hour, and was resuscitated only through the unremitting exertions of the medical gentlemen called to her aid, and of the other persons who were present. One woman within two miles of Wolf Lake, Noble county, who was in a house that was struck, we regret to learn was killed instantly. As an accompaniment to these freaks of the elements, and, as if in atonement for the mischief being done, the windows of heaven were also opened, and the parched earth "drank, deeply drank," one of the most copious falls of rain that has ever been known here to descend within the same period."

HOT WEATHER.—On Friday last week the heat was so great in our city, that no less than 50 persons were sun struck.—During the week we understand that about 200 persons lost their lives with the heat, they were nearly all foreigners, and mostly natives of Ireland. For thirty years no such excessively hot weather has visited our city. No less than 100 deaths by heat occurred last Sunday.—Scientific American.

MARRIED On the 14th inst. by Rev. Jesse Hill, Mr. WILLIAM BOYLE Jr. to MISS MARY A. ANDERSON, all of Michigantown, Indiana.

State of Indiana, }
Marshall County, SS.

Notice to Francis Bates, and others unknown, heirs of David Bates deceased. The said persons being non residents of said county, will take notice, that:

PURSUANT to the provisions of the statute in such case made and provided, the Fort Wayne and Chicago Rail Road Company hereby signify the desire and intention of said Company to appropriate, and hold the right of way, and the right to enter upon, construct, maintain and use a Rail Road known as the Fort Wayne and Chicago Railroad, on and across the following described premises, situated in Marshall County, in the State of Indiana, to wit: The north east quarter of section thirty-three, in township thirty-four north, of range one east, in said county, of which intention, declaration has been filed and notice is being published. Said company signify the further desire and intention to enter upon an additional piece of said land, to wit: a strip three rods wide, along and adjoining the said Rail Road way on the south side, for the distance of 13 chains west from the east line of said tract, along said Rail Road way, for the purpose of taking dirt, therefrom, to be used elsewhere upon said road, not desiring the title thereto, or any possession thereof other than may be necessary, to enable them to take and use said dirt on said additional space, of three rods wide, and that application will be made to the judge of the Marshall Circuit Court, when this notice shall have been published for three weeks, to wit: on the 20th day of August and the 1st and 3rd days of September, 1853—to appoint commissioners to assess the damages done, and compensation to be paid therefor, which will be paid into the office of the Clerk of said court.

The Fort Wayne and Chicago Rail Road Company.
By C. H. REEVE, att'y for the Company.
August 25. 2513.

State of Indiana, }
Marshall County, } SS.

NOTICE to Elizabeth Puit, and some person unknown: The August Term of the Marshall Circuit Court, Joseph Hill and Michael Kessler, clerks application for a "writ of assessment of damages," on the erection of a mill-dam on Tippecanoe River in said county, and among others, land belonging to Elizabeth Puit, whose residence is unknown, to wit: the east 1/2 of the north west 1/4 of section 18, in Town 2, north, of Range 4 east; and also of some person unknown, to wit: the south east 1/4 of the north west 1/4 of section 17, in the same town and range, will be likely to be affected, by raising a head of water 5 feet by said dam.—It was ordered by the Court among other things, that said Elizabeth Puit, and said person unknown, be notified by publication for four weeks in the Plymouth Banner, a newspaper printed in said county of the filing of said application, granting of writ, and that a jury of six, to assess damages in this behalf will meet at Tippecanoe Town in said county, to view said premises, on Monday the 26th day of September, 1853, which assessment will be forthwith returned for confirmation by said court at its next term, to be held in Plymouth on the 3rd Monday in February next, of all which they are hereby notified.

JOHN L. THOMPSON, Sh'ff & c.

Attest R. CORBALLY, Clerk.

C. H. REEVE, att'y for applicants.

August 25. 2514.

BLANK NOTES, On an approved form, for sale at this office.

SASH for sale by

je 23-1607. PACKARD & Co.

Fort Wayne and Chicago Rail Road Company.

NOTICE is hereby given to the stockholders of the above named company, that the annual meeting of Stockholders for the election of nine Directors, will be held at the office of the Company in Fort Wayne, Indiana, on Wednesday the 14th day of September A. D. 1853. By order of the Board of Directors.
A. M. McJUNKIN Secy.
aug 25 2511.

Insurance on Life.

IN AN ESTABLISHED COMPANY AT THE Lowest safe rates.
Apply to C. H. REEVE, Agt.
Dr. T. A. Lemon, Medical Examiner.
CALIFORNIANS INSURED. 24yl.
Aug 18 1853.

Time is Money.

ALL persons indebted to H. B. Pershing, or Pershing & Pomeroy, are requested to call at the store of H. B. Pershing & Co., and pay up the amount of their indebtedness. All debts that are over six months standing will be placed in the hands of some person for collection, after the first of September. A word to the wise is sufficient.
H. B. PERSHING.
August 18, 1853. 24w4.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to William N. Conklin and others unknown, heirs of — Conklin deceased, (whose given name is unknown):

The said William Conklin, and others unknown, being non-residents of said county, and the owners of the east half of the north west quarter, and the west half of the north east quarter, of section seventeen, in township thirty-three north, of range three east, in said county, are notified, that the center line of the Fort Wayne and Chicago Rail Road crosses said tract of land a distance of 41.94 100 chains said center line entering said section on the east line 22.25 100 chains south of the north east corner, passing across said section in a straight line, including said tracts, to, and out at a point on the north line of said section 12.83 100 chains east of the north west corner. Said center line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Rail Road Company desire and intend to appropriate the Right of way for their said Rail Road through said tract of land, for the middle and space of fifty feet on each side of said center line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

The Fort Wayne & Chicago Rail Road Company.
By C. H. REEVE, Att'y for the Com.
August 11, 1853. 2313.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to C. Foot, (whose given name is unknown):

The said C. Foot, being a non-resident of said county, and the owner of the south west quarter of the north east quarter, of section twenty eight, in township thirty-three north, of range four east, in said county, is notified that the center line of the Fort Wayne and Chicago Rail Road crosses said tract of land a distance of 14.50 100 chains; said center line entering said section on the east line, at a point 30.70 100 chains north of the south east corner of said section, crossing said section, including said tract, in a straight line to, and out at a point on the west line of said section, 21.94 100 chains south of the north west corner; said center line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Rail Road Company desire and intend to appropriate the Right of way for their said Rail Road through said tract of land, for the middle and space of fifty feet on each side of said center line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court, in said county.

The Fort Wayne & Chicago Rail Road Company.
By C. H. REEVE, Att'y for the Com.
August 11, 1853. 2313.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to some person unknown:

The owner of the north half of the north west quarter, of section twenty-three, in township thirty-three north, of range three east, in said county, being unknown is notified that the center line of the Fort Wayne and Chicago Rail Road, crosses said tract of land a distance of 18.32 100 chains, said center line entering said section on the east line 18.09 100 chains, south of the north east corner of said section, crossing said section, including said tract, in a straight line, to, and out at a point on the north line of said section 21.60 100 chains east of the north west

corner of said section; said center line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Rail Road Company desire and intend to appropriate the Right of way for their said Rail Road through said tract of land, for the middle and space of fifty feet on each side of said center line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court, in said county.

The Fort Wayne & Chicago Rail Road Company.

By C. H. REEVE, Att'y for the Com.
August 11, 1853. 2313.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to the heirs of Phineas Allen, whose names are unknown:

The said heirs, whose names are unknown, being non-residents of said county, and the owners of the east half of the north east quarter, of section twenty-nine, in township thirty-three north, of range 4, east, in said county, are notified, that the center line of the Fort Wayne and Chicago Rail Road, crosses said tract of land, a distance of 21.462 100 chains, said center line entering said section on the east line of said section 21.94 100 chains south of the north east corner of said section, passing across said section, including said tract, in a straight line to a point on the north line of said section, 16.62 100 chains, east of the north west corner; said center line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Rail Road Company desire and intend to appropriate the Right of way for their said Rail Road through said tract of land, for the middle and space of fifty feet on each side of said center line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

The Fort Wayne & Chicago Rail Road Company.
By C. H. REEVE, Att'y for the Com.
August 11, 1853. 2313.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to John Armstrong, and others unknown, heirs of George W. Armstrong, deceased:

The said John Armstrong and others unknown, being non residents of said county, and owners of the north west quarter of section one, in township thirty-three north, of range one east, in said county, are hereby notified that the center line of the Fort Wayne and Chicago Rail Road crosses said tract of land a distance of 15.9 100 chains; said center line entering said section on the east line at a point, 2.85 100 chains south of the north east corner, passing across said section in a straight line, including said tract, to, and out at a point on the north line of said section 24.55 100 chains east of the north west corner of said section; said center line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Rail Road Company desire and intend to appropriate the Right of way for their said Rail Road through said tract of land, for the middle and space of fifty feet on each side of said center line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

The Fort Wayne & Chicago Rail Road Company.
By C. H. REEVE, Att'y for the Com.
August 11, 1853. 2313.

STATE OF INDIANA.

MARSHALL COUNTY, ss: NOTICE to Napoleon B. Alleman, P. Schuyler Alleman, Nelson M. Alleman, George K. Alleman, John S. Alleman, Aaron L. Alleman, Ruth Alleman and Eunice Alleman, heirs of J. G. Alleman deceased:

The said Napoleon B. Alleman and P. Schuyler Alleman being the owners of the undivided half, and with the others above named, heirs to the other undivided half of the north west quarter of section six, in township thirty-three north, of range two east, in said county; and they with the said John S. George K. Nelson M. and Aaron L. Alleman, being non residents of said county, are hereby notified that the center line of the Fort Wayne and Chicago Rail Road crosses said tract of land a distance of 40.63 100 chains; said cen-